

## HIGH PRICES IN EUROPE ARE FELT

United States Is Not the Worst Sufferer in This Respect—Higher Wages.

By William E. Curtis.  
WASHINGTON, November 26.—Residents of Europe, as well as travelers, complain bitterly of the increase in the cost of living. It is quite as marked, and even more embarrassing, to people of moderate means, than in the United States. Food and drink, clothing and household goods, rights for living and business purposes, and everything else that is needed by the human family has advanced in value from twenty-five to one hundred per cent during the last twelve or fifteen years. When I first began to go to Europe the most comfortable and luxurious hotel apartments in the principal cities could be had for fifteen francs a day. That was the maximum, and at the smaller places one could live "en pension"—that is, on the American plan—with room and board, for the same price.

In London, Paris, Berlin, Vienna, Rome and the larger cities a single room cost five francs, or a dollar, a day, and you could drive anywhere in a cab for a franc or a shilling at the most. Today the cost of the humblest accommodations is equal to the cost of the most luxurious quarters ten or twelve years ago, and there is no economy for an American to buy clothing or anything else except jewels in Europe. You can get as good a suit of clothes and a better fit from your home tailor than from the fashionable establishments in London and Paris; and the dressmakers and milliners of Paris and Vienna charge just as much as those of corresponding reputation in America, although they have the advantage of anticipating the styles.

**Hotel Rates High.**  
The ordinary hotels of Europe today charge the American traveler as much as he would pay at the Waldorf-Astoria in New York, and he doesn't get anywhere near as much for his money. The prices on the bills of fare at the first-class hotels in the smaller, as well as the larger cities, all the way from Queenstown to Constantinople, are as high as those at the Waldorf or Sherry's, and the portions served are not half as large.

The highest prices I have paid for hotel accommodations during the past summer were in Odessa, in the Crimea, at Tiflis and at Baku, and away off in Tashkent and Bokhara my hotel bills were as heavy as those at Vienna or Berlin. A beefsteak, a plate of bacon and eggs, or any other simple dish costs the same in Turkistan, or in the Caucasus, or Hungary, or Germany, as one would have to pay in Chicago or New York.

The same may be said of the railroad fares. While agitators in the United States are trying to pass laws cutting them down to two cents a mile, the railroads of Europe are advancing their charges almost every year because of the advanced cost of fuel for their locomotives and the increased wages for their employees. As the European railroads are generally owned and operated by the government, this advance cannot be charged to overcapitalization, but is made absolutely necessary by the increased expense of operation and maintenance. There is no alternative. Government-owned railroads are compelled to pay maximum wages, and their coal, lubricating oil, lumber, rails and other supplies for construction and maintenance cost just as much as is paid by a private purchaser. The government railroads are not managed for profit, but public policy requires them to pay expenses and accumulate sinking fund to redeem the bonds that were issued to build them. In order to do this European railroads very generally have been compelled to advance rates of fare and freight, and there has been no interstate commerce commission to hear the complaints and protests of the public.

**Exceed American Charges.**  
Second-class railway fares throughout Europe on the principal railways will now average per mile more than first-class fares in the United States. First-class fares in Europe are about 30 per cent higher than first-class fares in the United States; third-class fares in Europe are about 40 per cent lower than first-class fares in the United States, but no one except newly arrived immigrants would ride third class in this country. Sleeping car fares are from 20 to 30 per cent higher, and on "trains de luxe" 60 per cent higher than in the United States, and there will always be a controversy as to the comparative comfort of the wagon-lit compartment cars of Europe and the Pullmans in the United States. It is purely a matter of taste.

It costs about one-third more for an American to travel the same distance in Europe than in the United States, let him go the cheapest way he can, because he has got to pay extra for his baggage, and the fees and tips that are demanded by the porters at the railway stations, servants at the hotels and other persons who help him along in his journey must be counted in.

Carriage hire has advanced everywhere, and is generally double what it used to be. The advent of the taxicab and the motor car has increased rather than diminished the expense of locomotion. You can go farther in the same time by electricity than by horse, but you have to pay more for it. And the cost of pleasure driving in the cities of Europe is now practically as great as in the United States.

Taking everything into consideration, it now costs the ordinary American more money to travel in Europe than in the United States, although it would cost a European more to travel in the United States than at home. The difference is the tax on ignorance. Nearly all the principal hotels in Europe have two rates, one for local patrons, and the other for tourists. The thrifty German and Austrian will not pay the rates that are charged American tourists at the first-class hotels, and the landlords excuse the excess on the ground that the Americans require more comforts and more attentions, which is true.

**Labor Scarce, Wages High.**  
But wherever you go in Europe these

days you hear the same complaints of the increased cost of living that you hear in the United States, and it is attributed, first, to the large number of men who are in the army and the flood of emigration that has been going to the United States, thus causing a scarcity of labor and high wages. It is also attributed to the movement of the country population to the cities, which has contributed to the same result.

The scarcity of farm labor and the increase of wages have increased the cost of production of all forms of food, and in order to pay their market and grocery bills the wages of consumers have been advanced, and so on and so forth.

The price of bread and meat and vegetables is from twenty to fifty per cent higher in European cities than it was ten years ago, and the rents have advanced in the same ratio. In Vienna, Budapest and other cities of Austria and Hungary—and I suppose the same is true in Germany, France and Italy—house-rents have been raised so rapidly that many working people cannot pay them. Landlords are becoming more and more obstinate in their objection to the tenants with children, which has rendered the situation of the poorer classes, who have the largest number of children almost desperate. In Vienna and Budapest the municipal shelters provided for the homeless have been overcrowded almost daily with evicted families, and these shelters have had to be enlarged to meet the expected demands of the coming winter.

On the one hand parliament is asked to pass a law taxing bachelors, widowers and childless husbands in order to keep up the birth rate, and on the other hand parents with children are unable to find homes for them within their means.

**Apartment Houses Popular.**  
As you know, everybody—all classes of the population—in Europe lives in apartment houses. There is no such thing as a cottage home, even in the country villages. Farmers as well as mechanics are crowded into suites of two, three or four rooms in lofty brick buildings covered with stucco and ornamented with moldings. This gives an imposing appearance, and the sanitary laws, which are strictly enforced, require so many cubic feet of space and so much ventilation, so many closets and bathrooms, so many chimneys. But they are comfortable barracks compared with the homes of American workmen, and cost the tenant quite as much.

But something should be said in behalf of the landlord. He, too, has his burden. People in the United States who are grumbling about high taxes should find much consolation in the knowledge that their property is not situated in any of the European capitals. In Berlin, for example, American life insurance companies are required to invest a certain amount of their assets in city property, and their taxes, which are no higher than those of other real estate owners, amount annually to more than one-third of their receipts from rentals. In Vienna taxes are even higher. The man who owns the building in which the American consulate is located divides the rent with the government in equal shares. The same rates prevail in other large European cities.

In addition to this the building regulations are rigid and make construction very expensive. Every structure must be fireproof with stone staircases to the top floor; double walls, floors and roofs of steel and terra cotta. The front must correspond with the adjoining buildings in height and architectural treatment. A poor man cannot build a home in any of the European capitals. He must go into the suburbs. Hence most of the ground owned by individuals is leased to building companies and capitalists.

**Development of Vienna.**  
The architectural development of the new part of Vienna, under the direction of the government, stimulated private enterprise throughout the entire city. The old suburbs were torn away and replaced by modern buildings of an ornate and solid character. The entire population lives in apartment houses, with the exception of such members of the nobility as are rich enough to maintain places of their own. Rentals are very high, and, although the apartments are spacious and handsomely decorated, they are almost uniformly without the comforts and conveniences which the American taste and habits demand. Bathrooms are very scarce. An American who was looking for an apartment not long ago complained to the real estate agent that there were no bathrooms in the apartments offered him at a rental that would pay for a fine house in Chicago or Washington. The agent replied that there was a public bath on the same street only four blocks away, and seemed surprised when informed that such an important circumstance made no difference. He intimated that Americans are too particular.

To furnish suitable homes for work-people in Vienna, Budapest and other large cities of the empire is considered the business of the government, and social reformers are agitating legislation for that purpose. The recent census of Vienna shows, for example, that 592, or 43 per cent of the whole population, live in an average of one room each, exclusive of kitchen, and that 62 per cent of married couples live in a single room, with or without children. This is due to the high rents, rather than the disposition of the tenants, and is considered dangerous to the public welfare for many reasons. In the first place, it is considered unhealthy to cook and live and sleep and eat in the same room; and it is conceded that it is not only unhealthy, but unwise, for grown people and children to live in the same room, and that this congestion must be relieved by government intervention.

**New Buildings Plentiful.**  
There is no lack of new buildings anywhere, and they are all occupied. The government has encouraged the erection of model tenement houses by exempting them from taxation and encourages what we call building and loan associations in assisting workmen to provide their own homes. The municipalities of Budapest and Vienna have both built apartment houses for workmen, containing suites of two rooms and kitchen, which are rented at nominal prices, some of them at the rate of sixty cents a week, and none higher than two dollars a week, but private owners claim that they can not afford to invest their money at that rate.

Ten years ago, in honor of the fiftieth jubilee of Francis Joseph as emperor, a special endowment fund was created by public subscription in Vienna for the building of model tenements for

## RESOLUTIONS ADOPTED.

Resolved, That the Honolulu Chamber of Commerce deprecates the practice of presenting to congress bills relating to local affairs in Hawaii without opportunity first being afforded for full public discussion of such measures in this Territory.

Resolved, That whereas there are now pending before congress two bills relating to irrigation and the disposition of public lands and water rights in the Territory of Hawaii, the specific titles of which bills are not now available, which bills vitally affect the public interests of Hawaii, and which have not been subject to local consideration or discussion; therefore, congress is respectfully requested to not pass said bills.

Resolved, That copies of this resolution be sent to the President of the United States, to the secretary of the interior, to the presiding officer and the chairman of the committee on territories of the senate and of the house of representatives, and to our Delegate to congress.

## SESSION OPENS UP AS A POLITICAL FREE-FOR-ALL

War Makers Plunged Into the Fray Without Any Preliminary Parleying—Message Pleased Very Few.

By Ernest G. Walker.

(Mail Special to The Advertiser.)

WASHINGTON, December 8.—The

placid congressional session of the prophets is rapidly developing into a political free-for-all. Now, while the session is only a few days old a militant factional spirit is in the air. There has been little maneuvering for advantage. The war-makers, whose first duty is to be lawmakers, have plunged at once into the thick of the fray.

The President's plans, the Ballinger report, and even the selection of Supreme Court justices have been dragged into factional Republican politics before congress had been at work seventy-two hours. Perhaps the wrangling has started off so furiously it will wear itself out before the holidays. Just now there is bad blood on both sides and a disposition to break the other fellow's head.

Half a dozen men—all insurgents—have brought about the undesirable status. They have swung in so vigorously, that the regular Republican leaders have to take notice. The regulars are in a large majority and preferred to have a peaceable winter at closing out the party's estate, as far as legislation is concerned.

**Complicated Situation.**

The situation is strangely complicated. President Taft seems to have capitulated to Cummins, LaFollette, Briarwood and Victor Murdock, in some measure. There is a strong suspicion that he is quietly encouraging Senator Cummins' ambition to become the leader of the upper legislative branch. He handed the names of men, whom he was considering for Supreme Court justices, over to the Iowa senator. Insurgent senators might sit in council upon them. It looks to an outsider, as though Senator Cummins might have been asked by the President to submit resolutions for a change in the senate rules that would permit tariff revision schedule by schedule—a procedure the President has followed. It is claimed, however, that Senator Cummins had drawn the resolutions before he visited the White House offices.

**Unsatisfactory Message.**

The annual message contained much that satisfied the regulars and much that they did not like. They tried their very best to dissuade him from saying that some criticisms of the tariff were just. By the same token the insurgents liked the message in part and disliked it in part. They resent his "let-well-enough-alone" policy for the corporations under the Sherman anti-trust law. They think he is reactionary in that regard.

All in all, the message seems not to have had a very pacificatory influence. Except in a few instances, there will be little effort to put its recommendations into effect. But, in any event, there would be scant time for such efforts.

The middle-over court nominations threaten to be very disruptive. The President is coming in for a deal of criticism, not so much on account of the character of men he seeks to select as because of his willingness to allow the insurgent senators to say that this one would make a conservative judge or a progressive judge. The proceeding has gone so far now that the factional discriminations are bound to be injected into the make up of the court.

Old-time senators say the President erred in not remaining home from Panama. Then he could have finished his message long in advance of the coming of congress and decided upon the Su-

workmen, and since that time the committee in charge has provided homes for about four thousand families at a cost of nearly a million dollars. Most of these apartments have three rooms and are rented at the rate of fifty cents a week for each person occupying them, exclusive of lights, water and other extras. But the increase in population is so rapid that these provisions have scarcely affected the situation, and they must be multiplied a hundred times before they can relieve it.

And even then the increased cost of food and clothing has been so rapid and so great that few workmen are able to provide for their families as they did ten years ago. So you see that the people of the United States can not be allowed a monopoly of anxiety and distress.

## ANOTHER RECORD.

PAU, France, December 21.—Legs-neux made another remarkable record in his aeroplane today. He flew 328.4 miles in six hours and one minute, breaking all records in the competition for the Michelin cup.

The Pacific Mail steamer Siberia arrived at Yokohama safely after an ordinary trip. She sailed from this port on December 8.

preme Court nominations. Had he gone ahead without consulting the wishes of so many politicians and forwarded his nominations to the senate, the country would have had more respect for the procedure.

**A Tariff Fight.**

There is sufficient material for a through-the-session fight in Senator Cummins' championing of new rules for schedule by schedule revision of the tariff. The older men of the senate are already raising the cry that its adoption would be the first step towards cloture, which is virtually the same thing as the previous question in the senate. That is a century old controversy in the senate. The outcome of every effort there at cloture has been defeat.

With the schedule-by-schedule revision assuming that aspect in the senate, antagonism increases alike toward Senator Cummins and President Taft. For one reason or another the Democrats and regular Republicans will join forces on such an issue. The outcome probably will be that a handful of insurgents and a few stragglers from the two parties will support the Cummins resolutions if they ever reach a vote. If the senate ever gets keyed up to one of its old-fashioned debates on the subject, the changes will be rung on executive interference and Senator Cummins will be pilloried as a legislative upstart.

**Something New Every Day.**

The insurgents are adding to the turbulence by starting something new every day. They propose to keep a hot fire under the pot. There is a pretty thoroughly organized propaganda to that end. Reports that progressive members of the interstate commerce commission will be promoted to the commerce court so that conservative men can be appointed in their place and the railroads have their way about increases in freight rates are all of insurgent origin. Of course, the commerce court, against two progressives, according to such chronicles, that the railroads may also control that tribunal. Insurgent senators declaimed loudly last session, when the provision for a commerce court was under consideration, that that was just what would happen.

**Murdock Stirs Things.**

The head and front of the trouble-making propaganda in the house is Representative Victor Murdock, of Kansas. He is resourceful and because of his newspaper experience knows the outlines of a "story" that will command public attention. Representative Murdock, of Nebraska, his chief aid. The story of night sessions to permit of immediate revision of the tariff started with the Kansas. One difficulty with the night session is it has been demonstrated again and again that members will not attend. Only a night session on some matter of very pressing moment will hold anything like a quorum at the Capitol.

The daring little band of insurgents are almost as willing to make trouble for the Democrats as for the brethren in the regular camp. The tariff agitation goes forward quite as much for the purpose of stealing the Democratic thunder as for anything else. When the opportunity is right, insurgents are willing to cooperate with Democrats. But they have as little regard for the Democrats as they have for the President, in spite of his efforts to placate them.

Incidentally the fury of the Republican quarrel is just now serving the Democrats well. It is the dominant feature of Washington activities and diverts public attention from Democratic troubles.

## JAPANESE SAYS HE KILLED WRONG MAN

When Kawatomara threw a bottle last week, and injured a countryman of his so badly that the latter died, he swears that he did not intend to hit the man the bottle struck. Another man was the object, but Kawatomara's aim was bad. The fact does not help the bottle-thrower any, and it remains with the coroner's jury to decide whether Kawatomara is guilty of murder or manslaughter.

The trouble occurred at a feast that was given at the Ah Leong building in Kakaako, and it is claimed that during the progress of the feast a dispute arose that ended in the bottle-throwing incident. The injured man lived a couple of days and then died; his assailant's arrest followed at once.

**Falls of Clyde Departs.**

The American ship Falls of Clyde got away yesterday morning for Gaviato, where she will take on a cargo of oil for this port. The big ship was towed to sea by the tug Intrepid, and soon after clearing the channel struck a good slant of wind and started on her journey.

## COMMISSIONER IS MUCH IMPRESSED

Question of Labor Subject of Mild Comment—Labor Union's Report.

(From Thursday's Advertiser.)

Commissioner-General of Immigration Keefe and Mrs. Keefe started for a special rush trip to the Island of Kauai last evening on the steamer Claudine, and upon their return tomorrow will start for the mainland on the Mongolia.

The commissioner returned from his tour of inspection to the Island of Hawaii yesterday morning, evidently much impressed with conditions as he found them. As regards the labor problem, he was reticent, commenting only that his ideas as to the desirability of Filipinos as workmen and future citizens of the Territory have undergone no change.

Speaking of the Russians, he declared that the planters with whom he talked express satisfaction with them, except for the tendency they have to change. He thinks there was no misrepresentation made in bringing them here, but simply some misunderstanding.

**Keefe in Hilo.**

(Mail Special to The Advertiser.)

HILO, December 19.—At the conclusion of the meeting held here last week between the Hilo Labor Union's members and Immigration Commissioner D. F. Keefe, the latter asked that a statement be presented to him in writing for his information, embodying matters to which he might reply in writing. This has been done, and the following is a copy of the communication that was delivered this morning to the commissioner from the mainland. It draws attention to the manner in which Japanese carpenters displace Americans; also that blacksmiths, sugar boilers and engineers employed on the plantations bear allegiance to the mikado; that, owing to the military works on the Islands, there has been a slight increase in the skilled white labor employed on Oahu, but not by the plantations anywhere.

The letter also draws attention to the rapid approach to American citizenship of such large numbers of locally born Japanese. Direct action of congress is regarded as the only means to raise the labor standard and Americanize the Territory.

**The Letter.**

"Sir:—In dealing with the labor problem in the Territory of Hawaii our minds are filled with hopelessness that one meets in the expression of a race that is doomed to extinction. This feeling of hopelessness is shared by the white people who have grown to like these beautiful islands and their simple people, and who realize that soon they must leave the Islands or sink to the oriental standard of living.

"For instance, the carpenter work and that of other trades in the city of Hilo has been done mostly by Japanese, because the white mechanic could not compete under any circumstances with the Jap in bidding on contracts. The Japanese have been paid a labor wage upon which a white mechanic would starve. The Japanese carpenter is getting from \$1.25 per day to \$2.50; the white carpenter is getting from \$2.50 to \$6.00 per day. Under the existing conditions the white mechanics have been driven out by the cheap, but infinitely less efficient, Japanese. To prove the truth of our statement, we will show that today on the plantations blacksmiths, carpenters, engineers and even the sugar boilers owe allegiance to the Mikado.

**Cheap Labor.**

"Now since the beginning of what is virtually the military occupation of the Islands, the number of citizen mechanics is again increasing, though few American mechanics are employed, except on government works. The Japs came in as cheap laborers, and cheap laborers they have remained who have gradually driven out many citizen laborers from many lines of work.

"Now the Japanese have been excluded, not by an exclusion act on the part of the United States, but by prohibition on the part of the government of Japan. No more Japanese laborers are coming in, and some of those who were here at the time the prohibition of emigration from Japan to the United States went into effect have drifted away. But the total Japanese population in Hawaii is decreasing very little, if at all, births among the resident Japanese being probably enough to make up for emigration and deaths. This has its political as well as its sociological aspect, for many of the Japanese children born on American soil and therefore eligible to become, by the simple act of election, American citizens, are reaching their majority. Some have already become voters and the time is not far distant when the legislature of the Territory of Hawaii may be largely composed of Japanese.

**Want Action.**

"Only the most prompt action on the part of the federal government, forced to act by aroused public opinion, can check the evils now fostered in these Islands—can stop these Islands from being made use of as a bridge over which a low class of laborers can invade the Pacific Coast States and bring about there the same conditions as now exist in Hawaii.

"The fact is that the sugar corporations of the Hawaiian Islands are over-capitalized, and that any fair valuation shows large profits. If the sugar planters were prohibited from further importation of orientals, they could and would get laborers from the United States who would Americanize these Islands. This might relieve the situation, although it might somewhat reduce the large profits of the sugar planters, but would still permit of a fair profit on legitimate investments. Therefore it is highly recommended by us, the committee which represents the labor organization of the city of Hilo, that the passage of an act by congress applying to the exclusion of laborers of a low standard of living into these Islands, who could never become good American citizens, is absolutely necessary to protect this Territory and the mainland. Steps should also be taken

## POWER PROBLEM STILL A PUZZLE

Demonstration by the Generation Power Machine of Tuck Is Startling.

(From Thursday's Advertiser.)

A demonstration was given yesterday afternoon in the old tannery at Kalihi-kai of the electrical generation power machine invented by Christian Tuck, and while the practicability of the machine was not fully shown, due to several causes, its possibilities were demonstrated in a way which was startling to more than one expert present. But the consensus of opinion is that it is too soon to assert either that the machine will revolutionize the industries of the world, or that it is a failure.

Mr. Tuck had announced that all who were interested would be made welcome at two o'clock yesterday afternoon, in the tannery where his machine is set up, with the result that there was such a crowd present that only about half could get into the section where the crude working model was operated.

After Mr. Tuck had explained briefly something of the principle of the centrifugal force applied by his machine to the periphery of the outer wheel, and how, by starting the machine with two one-horsepower motors, it would generate nearly four-horsepower, he turned the button which connected the power derived from the Honolulu Electrical Company's plant with his mechanism to give it a start.

**Starts to Work.**

Slowly the large fly-wheel began to revolve, then faster and faster it went, until at last it was making approximately sixty revolutions a minute, while the maximum is seventy-five. All those present in a position to see turned as one man toward the meters and watched the little pointer register the voltage. To ten, to thirty, to sixty—at last to one hundred it rose—it passed the mark. Then the big wheel slowed down again. But the amperemeter showed very little.

Everybody took an interest, but L. H. Wolf, expert for the Honolulu Rapid Transit Company; Charlie Hustace, Mr. Frazee, of the government service; G. P. Denison, of the Oahu railway, and a number of others, started in to make a practical examination of the machinery. The motors on the inside of the fly-wheel were tested, the generator was looked into, the wire connections examined and even the belting gone over.

**Falls in Part.**

But there was one thing that the machine did not do to the satisfaction of the experts; it did not generate a "load" sufficient to run itself, or to pile up power in excess of that expended.

This, apparently, was not the fault, entirely, of the demonstration, so far as the principle of the applied force was concerned, but it was conceded that it might well be due to the crude style of the machinery, the need of oil on bearings, all tending to increase the friction so greatly that it swallowed up the extra force generated in the first place.

At first it was stated by some of the experts that at least thirty per cent of power was lost in this way, but after a second test of the machine, it was generally acknowledged that fifty per cent of force is lost under the present arrangement.

During the second demonstration Mr. Wolf made an effort to test the generator of the machine by short circuiting it, but before sufficient power could be generated one of the contact rods on the big wheel broke and the generating power from the other motor was not even sufficient to operate the machinery.

**Excessive Friction.**

This accident demonstrated beyond dispute that the entire force to operate exceeds fifty per cent of the available power.

Mr. Wolf secured a spark on his short circuit, but it was only while the wheel, which generates the power, was making less than forty revolutions.

At the end of the demonstration, brought to a sudden close by the breaking of the contact rod, those who witnessed the test divided into groups discussing the matter. Many felt that they might be at what in the years to come will be spoken of as a historical affair. No one would assert that the machine is a failure, for all felt that circumstances militated against a fair showing being made.

As it was, the machine demonstrated possibilities which, when the mechanical and scientific ends of the problem are perfected, may become tangible forces to startle the world.

## INTERESTING TO MOTHERS—HOW TO CURE COUGHS AND COLDS.

There is one subject which always interests the mothers of young children, and that is how to treat their coughs and colds, or to ward off a threatened attack of croup. For this purpose we can recommend Chamberlain's Cough Remedy. It always proves beneficial. In case of croup it should be given as soon as the croupy cough appears, so as to prevent the attack. Keep it at hand ready for instant use. Many mothers do so, and it saves them much needless grief. For sale by all dealers, Benson, Smith & Co., Ltd., Agents for Hawaii.

To enforce the present immigration laws in the Hawaiian Islands.  
Respectfully submitted.

DAVID K. EWALIKO,  
Chairman, Committee of the Hilo Labor Union.

**Getting the Figures.**

J. A. M. Osorio, one of the earliest Portuguese immigrants to the Islands, had a long talk with Commissioner Keefe on Saturday evening regarding the cost of food and clothing here. Mr. Osorio is one of the most progressive Portuguese on the Island of Hawaii. He owns real estate, is agent here for Hoffschlager & Co., has a good store here of his own and a large, well-educated and industrious family. There is no man here in a better position to furnish facts as to the cost of feeding and clothing men, women and children, and Mr. Keefe was thankful for the abundance of information that he secured.